

THE EVANSVILLE DAILY JOURNAL.

F.Y. CARLILE, Proprietor.

VOLUME IX.

Office of Publication Corner of Main and Water Streets.

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F.Y. CARLILE.
Corner of Main and Water Streets.

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[For the Journal.]

Terre Haute and Attica Railroad.

Mr. EDITOR: A long time has elapsed since I last addressed you, and I had expected that in the interim, some one would have advocated the extension of a line of railroad of such importance as that of our Main Trunk Line to Attica. But apathy seems to be the order of the day, and our citizens appear to have waited for some person along the line, to move in the business, and take all the trouble and responsibility of raising all the means, and starting the road. And so they have left it to a most intelligent citizen of Fountain county; who has the honor of having obtained a charter for the purpose, to the reproach of our city.

What place is to be benefited by the extension, if Evansville is not? Who ultimately are to get the largest profits to arise from it, if our citizens do not? What apparent interest is there which Evansville will not partake of more largely than any other city along the line. Let the citizens, even at this late hour, arouse themselves, and do something. Let them one and all with one accord, unite to push forward this work, which all admit, will be the making of our city.

With respect to the communication in your paper of the 12th ult., and the advice it contained, had there been any matter in it deserving attention, I should long ere this time have replied to it.

The estimated cost of the road in round numbers, is stated at \$1,000,000.

The first step would be to see what subscription could be got in Fountain and Parke counties, as well as in the cities of Evansville, Terre Haute, Attica, Rockville, and other places along the line. This sum would probably exceed \$200,000, which for the present I would propose to husband. The Evansville and Crawfordsville road ought to grade and bridge 12 miles further; or one half of the road, and in payment for this, and the 78 miles already graded, they should take stock of the Terre Haute and Attica. The Wabash Valley Road would grade and bridge the other half, to meet the grade built by the Evansville and Crawfordsville road, on the same terms. The road would then be graded and bridged, and have in hand a cash subscription of say \$200,000. I would then propose to issue bonds for \$600,000, which would produce something over \$400,000, wherewith to purchase the iron, &c. This should be the first and only mortgage; bonds with such conditions, and for such a purpose, could be easily negotiated in sufficient amounts and without any great sacrifice in discounts, to buy the iron and build the superstructure, and complete the road. The rolling stock would be furnished by the roads with which it is to be connected, and their depots and machine shops at each end could be used, and all that would be required, for the complete accommodation of the road, would be a few way stations, and depots at the larger intermediate towns.

The above sir, is my plan for building this road, which, if pushed forward with energy, could be accomplished. Let the citizens better themselves; already they are about being eclipsed in every direction. Roads already completed, that they could tap and make tributary to our growth and profit will be our ruin. Others are being purposely planned to keep us without the pale of progression. In truth Evansville has a very fair chance of being completely isolated, and left to grope along at a jog trot pace, and never attain any greater position than she at present occupies; but will hereafter be known and remembered only as a city which, notwithstanding she is gifted with the greatest of all possible natural advantages, yet by the apathy, and want of foresight and courage of its citizens, has permitted other small towns in her vicinity, much inferior to her in rank, wealth and importance, to become immeasurably her superior.

I have done. I leave the matter in the hands of the citizens. I desire no profit from the undertaking, but must confess that having a large stake in the prosperity of the city, I should like to see the plan I propose consummated, as I believe that more than anything else can be done for her, it will tend to her advantage and prosperity.

Yours, &c.

Zimmerman, the Millionaire.

Samuel Zimmerman, who was killed by the Great Western Railroad accident, was a native of Huntington County, Pa., but for some time resided at Niagara Falls, owns the Clifton House, and at the time of his death was estimated to be worth at least a million of dollars. Mr. Zimmerman, less than twenty years ago worked at his trade, which we believe, was that of a blacksmith, in the central part of this State. He, however, pulled up stakes one fine morning, turned his face towards the setting sun, and his family in Pennsylvania lost sight of him entirely. In the meantime a younger brother, by frugally taking care of his earnings, was enabled to start a coach line between Spruce Creek and Williamsburg, consisting of a four-wheeled vehicle and two horses, which he drove himself. Several years ago a gentleman stopped at Spruce Creek and desired to be driven to Williamsburg, but there being no other passenger, the proprietor of the aforesaid "line" at first objected. He nevertheless consented, and when the stranger got out he handed him instead of the usual fare—three dollars—a three hundred dollar bill. This began to open Bill's eyes to the importance of his passenger and he soon discovered that he was no other than his brother Sam, so disguised in good clothes that a thirty miles ride had not undressed him. Subsequently the now wealthy banker bought his poorer brother a farm

worth \$5,000 in Illinois, on which he now resides.—*Pittsburgh Post.*

AN EXPRESS ITEM.—The Cincinnati Commercial says that as the driver of an Express wagon was conveying a woman, who came as deck passenger to that city on the Telegraph from Louisville, last Saturday, to her place of residence, she gave birth to a fat bouncing boy. The driver was rather taken aback by the sudden increase of passengers, but he went smoothly over the stones, and gallantly refused to take any money for the fare.

RAILROADS, &c.
FROM EVANSVILLE TO NEW YORK
IN 44 HOURS, VIA
EVANSVILLE & CRAWFORDSVILLE

RAILROAD,
WINTER ARRANGEMENT.

ON and after Monday, Dec. 1st, 1856 until further notice, The Mail Passenger Train will leave Evansville, 11:00 P.M.; arriving at Vincennes at 4:00 P.M., M., via the Evansville & Crawfordsville Railroad for St. Louis and Oregon. Illinois, Terre Haute, Indiana, and Indianapolis at 10:00 A.M., M., making direct connections for Cincinnati, Columbus, Cleveland, Philadelphia, New York, Boston, &c. Returning—leaves Terre Haute at 3:30 P.M.; after the arrival of train from Indianapolis—arrives at Evansville at 7:00 P.M. Passengers by this train come from St. Louis, Cincinnati, and Louisville daily. Baggage checked Indiana-polis.

FARES:

From Evansville to St. Louis.....\$7.15
do do Chicago.....11.00
do do Indianapolis.....6.25
do do Cincinnati.....10.00
do do Cleveland.....13.00
do do Buffalo.....17.00
do do Erie.....17.00
do do Pittsburgh.....15.00
do do Wheeling.....14.00
do do Washington.....25.00
do do Philadelphia.....23.00
do do New York.....25.00
Daily Freight Train leaves Evansville and Terre Haute at 7:00 A.M., on which local passengers will take the express to New York, Boston, &c. Stop at the Company's Transportation Office, 100 East Locust, Evansville. Ind. 10:00 A.M., M.

ADAMS' EXPRESS COMPANY.

NEW ARRANGEMENT.

THE ADAMS EXPRESS COMPANY respectfully announce to their friends and patrons, the public of Evansville and vicinity, that, with increased facilities for the transportation of freight, packages, money and valuables, they solicit a continuance of former favors. Especially those in the collection of books, bills, drafts, notes, &c.

SUNDRIES.

SALT PETER, Soda, Salpeter, Roll Brimstone, Alum, Perry, Paint Killers, Salts, Soda, Alums, Glauber, Cupric Green, Tartar, Copper, Cloves, Cinnamon, Essence of Oil, Glassware, Almonds, Raisins, Ground Nuts, Mustard, Matched, Mercantile Writing Fluid, Nutmegs, Lobsters, Oysters, Paper Letter, Food Color, Soap, Stone Pipes, Pitch, Tar, Rosin, Table Salt, Malt-Soda, Extracts, Sassafras, Sarsaparilla, Peppermint, Sassafras, Sarsaparilla, Spruce, Resinous, Tansy, Asafoetida, Twine, Tansy, Tar, Vinegar, &c., &c., for sale by G. H. FISH, Agent.

CITY HOTEL,

WATERSTREET, IN THE DIVISION,
EVANSVILLE, IND.
WM. H. BOUDREAU, Proprietor.

WM. H. BIGELOW,
ATTORNEY AT LAW AND NOTARY PUBLIC.

Office in the "Crescent City Bank" Building. WILL attend faithfully to all business entrusted to him.

EDMUND J. NEWMOUR,
ATTORNEY AT LAW

AND NOTARY PUBLIC,
On Water Street, in rear of Crescent City Bank Building, EVANSVILLE, IND.

M. T. HONG, M. D.

WHO has been several years a resident of Evansville, will no longer devote his attention exclusively to his profession as a physician. He can be found at all hours excepting when engaged in his professional labors, opposite the new Court House, or at his residence on Cherry Street, first door above J. H. Boffield's, between Second and Third streets.

EELEER HOUSE,
VINCENNES, INDIANA.

OPPOSITE THE OLD AND NEW COURTHOUSES.

T. J. ELLIOTT, Proprietor.

LATEST ARRIVAL AT THE WESTERN STAR!

A. LOBENTINE,
MANUFACTURER OF AND DEALER IN
CLOTHING AND FURNISHING GOODS.

WE have just received a complete assort-

ment of Overcoats, Frock Coats, Tailored
Waistcoats, Hats, Caps, Trunks, Valises & Carpet
Boxes. Also a lot of very fine Broad Cloth, Cambric, Silk
Velvets, which go to market at the lowest prices
possible. To all who are engaged in business
here, we assure you that we have the best
articles at the lowest prices.

Therefore call at the Western Star, below the Pavilion Hotel and you will be confined of the
best.

L. H. HEIMANN,
MANUFACTURER OF AND DEALER IN
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